

Hongkong Daily Press.

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V.S.O.P.	51
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SOLE AGENTS—
H. PRICE & CO.,
 12, Queen's Road.

THE MANAGER.

SUPREME COURT.

Thursday, 16th July.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. ATKINSON, P.C.M.O. (President), presided, and there were also present Hon. W. Chatham, D.P.W. (Vice-President); Mr. C. McL. Messer, Acting Registrar-General; Captain F. W. Lyons, Acting Captain Superintendent of Police; Colonel W. E. Webb, R.A.M.C.; Mr. Pang Wa Chun, Mr. Lau Cha Pak, Mr. H. E. Pollock, K.C.; Mr. A. Rungjahn, Mr. E. A. Hewett, Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. Barnott, Assistant M.O.H.; and Mr. G. A. Woodcock (Secretary).

KWO PO F. S. S. "RUBI."

The hearing was resumed in this action of damages arising out of a collision between the Sun Kwong Hop fishing junk, No. 11, 211 and the s.s. *Rubi* in the Lema Channel near Patoy Island on 9th February, 1903. Mr. M. W. Slade, barrister-at-law (instructed by Mr. H. J. Gedgo of Messrs. Johnson, Stokes & Master, solicitors), appeared for the plaintiffs; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. H. W. Looker of Messrs. Deacon & Hastings, solicitors), was for the defendants. The taking of evidence having been concluded.

Mr. Sharp addressed the Court. The whole question, he said, turned entirely on the junk's lights. The account of the occurrence given by the witnesses for the *Rubi* was in exact accordance with the account which was written at the time and appeared in the log. The default charged against the *Rubi* were all vague, and no specific fault of manoeuvres appeared to be suggested, except that a collision occurred which it was the steamer's duty to avoid. But the evidence, he contended, showed that in the navigation of the *Rubi* all proper care was used, that a good lookout was kept, and that all conceivable measures were taken by her to avoid collision. On the contrary, he said, the junk was shown to have carried no proper lights and to have kept no proper lookout, and she was solely responsible for the collision. According to the bearings taken on the *Rubi*, it was clear that the collision occurred a considerable distance outside the boundary of Hongkong waters.

Mr. Slade in his address to the Court said the evidence given by the *Rubi* witnesses showed inaccuracies as to the bearings and courses. When the light of the junk was seen the attention of the captain and the second officer was distracted by the discovery that Patoy Island was in such close proximity; instead of being distant two miles as had been calculated, it was only some half-a-mile off. In the rough log written at the time the junk's light was described as a white light; but in the official log afterwards entered up the light was called a dim light. On the tack on which the junk was when first seen—the port tack, heading S.E.—the light she carried at the stern could not have been obscured by any part of the sails or rigging and must necessarily have been clearly visible to anyone on board the *Rubi*.

His Lordship said that the legal question of the validity of the Junk Ordinance would be left over till the Court had decided whether the collision took place outside or inside territorial waters.

Judgment was reserved.

POLICE COURT.

Thursday, 16th July.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

THEFTS FROM HONGKONG CLUB.

The case was heard against the Indian watchman who is charged with the larceny of various articles of jewelry belonging to members of the Hongkong Club.

When the evidence for the prosecution was completed, the defendant made a statement to the effect that he bought the jewelry from one of the "boys" in the Club.

Lai Tuk Pan, the "boy" in question, was called and examined. He said he was in the service of Mr. C. H. Bacon (Messrs. Butterfield & Swire).

His Worship (to defendant)—You had better put what questions you want to the witness.

This having been interpreted to the accused, the witness was asked—Did you ask me to give you \$20 for the gold chain produced?

The reply was in the negative.

Defendant—Did you show me some studs and a diamond ring?

Witness—No.

Defendant—Did you tell me you wanted some money to send to Mexico?

Witness—No.

This concluded the examination, and after the evidence had been taken of an Indian interpreter and an Indian gate-keeper at the Government Civil Hospital, who were called by the defendant to prove a visit by him to the hospital, the prisoner was committed for trial.

THE CHARGE AGAINST A MESS COOK.

His Worship granted an application of Mr. C. D. Thomson, solicitor, for a rehearing of the case in which a mess cook at Murray Barracks was sentenced to six months' hard labour for the theft of a silver cigarette case, a metal wristwatch, and \$10 in money, the property of Captain Koller, Derbyshire Regiment. The rehearing is fixed for 2.15 this afternoon.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

EXEMPLARY SENTENCE.

Choy Wan Sing, a coolie, was brought up on two charges of the larceny of iron bars from unoccupied houses in Des Voeux Road and Connaught Road West. He was convicted and sentenced to four months' hard labour on each charge. As the sentences are to run consecutively, this makes eight months in all. A marine store dealer who is charged with unlawfully receiving the iron bars, knowing them to have been stolen, was remanded for a week on bail of \$1,000.

ALLEGED ACCEPTANCE OF A BRIBE.

The case against Johnsen, overseer of the Central Market, who is charged with accepting a bribe of \$10 with a view to influencing his conduct as a public servant, was called and further remanded till Thursday, 23rd inst., at 2.15 p.m. The defendant was liberated on bail.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday in the Board Room. Hon. Dr. J. M. Atkinson, P.C.M.O. (President), presided, and there were also present Hon. W. Chatham, D.P.W. (Vice-President); Mr. C. McL. Messer, Acting Registrar-General; Captain F. W. Lyons, Acting Captain Superintendent of Police; Colonel W. E. Webb, R.A.M.C.; Mr. Pang Wa Chun, Mr. Lau Cha Pak, Mr. H. E. Pollock, K.C.; Mr. A. Rungjahn, Mr. E. A. Hewett, Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. Barnott, Assistant M.O.H.; and Mr. G. A. Woodcock (Secretary).

THE BUILDING BILL.

Mr. POLLOCK said that with regard to the first motion standing in his name, viz.—"That this Board suggests for the consideration of the Government that it is desirable to amend paragraph 51 of Section 6 of Ordinance 1 of 1903 by substituting the words 'pantry, passage or landing' for the words 'or pantry,'" he understood that a question involving consideration of this particular paragraph of the Ordinance was likely to be raised shortly before the Police Magistrate, and until the decision of the Magistrate had been given it would be inadvisable to discuss the matter. After it had been given, a sub-committee of the Board should be appointed to go fully into Sections 159 and 164 of the Ordinance and also into the definition of the word "room" and the words "external air."

PLAQUE OBSERVATION-BLOCKS.

Before proposing the second motion standing in his name, Mr. POLLOCK pointed out that the word "further" before the words "plague epidemic" should read "future." The motion as amended would then read—"That this Board suggests for the consideration of the Government that, with a view to afford greater facilities to persons who are turned out of their houses temporarily in consequence of plague, it is desirable that, in any future plague epidemic, observation-blocks be erected in each of the following Health Districts, namely, Nos. 1, 2, 5, 6, 7, 8, 9, and 10." In submitting his motion, Mr. Pollock said he thought it would be obvious that it was of no use to have observation-blocks unless they were adjacent to the premises from which people were being turned out in consequence of plague, and it was equally obvious that parties would not go to the trouble of taking a long journey and having their furniture carried by coolies for a considerable distance. Therefore, he contended, it was very important that observation-blocks should be handy to the districts in which plague was most prevalent, and for that reason he had included in particular Health Districts Nos. 1, 2, 5, 6, 7, 8, 9, and 10. At the present time, he understood, there were only three blocks of observation-houses in the Colony—one in the extreme east, at Bowington, close by Causeway Bay; another in the central portion of the town, at Bridges Street; and the third right away west, near the Pokfulam Road. These in the east and west were too far out to serve the general purposes of the Colony, and in any future epidemic—next spring, most likely, when he feared there would be a recurrence of plague—steps should be taken to have observation-blocks in the districts he had mentioned, where they would be readily accessible to those who wanted to make use of them.

Mr. RUMJAHN seconded. Mr. HEWETT endorsed entirely what Mr. Pollock had said and trusted that if the proposal was adopted by the Government arrangements for selecting these blocks would be made well in advance of any possible epidemic, which, he agreed, would probably break out next spring. The PRESIDENT said he might mention for the information of the members that the whole question of plague procedure next year was now being considered by the Government, and he was sure if the Board approved of this motion, which he had no doubt the members generally would do, the matter would receive due consideration by the Government. The motion was agreed to.

MR. POLLOCK'S QUESTIONS AND THE M.O.H.'S REPLY.

There was laid on the table the following letter from the Government relative to the printing of Mr. Pollock's questions and the M.O.H.'s replies thereto:—

Colonial Secretary's Office,

2nd July, 1903.

SIR,—In reply to your letter of the 9th instant I am directed to acquaint you for the information of the Board that inasmuch as the questions by Mr. Pollock were put and answered at the public meeting of the Board and fully reported in the public Press, Government sees no necessity to incur the expense of printing, as suggested, the questions and answers.—I have the honour, etc.,

F. H. MAY,

Colonial Secretary.

SECRETARY, Sanitary Board.

Mr. Pollock affixed the following minute:—"The Secretary's letter, or a copy of it, should be attached to these papers."

WATER ANALYSIS.

Mr. F. Browne, Government Analyst, reported that the water analysis for June showed the water from the various public services to be of excellent quality.

FOOD AND DRUGS ANALYSIS.

The Government Analyst reported that during the quarter ended 30th June he had analysed 6 samples of whisky, 1 sample of gin, 1 of brandy, 2 samples of beer and 2 of milk—all of which were found to be genuine.

EXEMPTIONS AND LICENCES.

The PRESIDENT, in order to expedite the business of the Board, moved with reference to the question of granting licences that under section 14, sub-section 1, of Ordinance No. 1 of 1903, the Board make the following Standing Orders:—(1) That applications for exemption from provision of open spaces required by the Public Health and Building Ordinance, 1903, may be forwarded for the consent of the Governor in Council without a resolution to that effect in each case after the circulation of the papers to the members of the Board, provided that there are no adverse minutes on the circulating paper under which the application has been circulated; and (2) with reference to applications for licences issued under Schedule B of the Public Health and Building Ordinance that they may be issued without a resolution to that effect in each case after the circulation of the papers to members of the Board provided also that there are no adverse minutes. The second proposal referred more especially to take-houses and laundry licences. It had been the custom of the Board previously to act in this way by making Standing Orders to this effect; and the reason he brought the matter up now was that the old resolution was made under the old Ordinance, and a similar resolution had not been made under the new Ordinance. Applications for licences were often received only two or three days after a meeting of the Board was held, and if the application was held over till the next meeting the delay was very considerable and affected the licencees. It would be more expedient if the Board agreed to the Standing Orders he suggested.

Mr. HEWETT said the President's proposal had come as a surprise to the Board. It appeared to him that the questions involved were very important, and, speaking subject to correction, he did not think it was altogether wise for the Board to delegate too readily their authority to committees or sub-committees. Under the Ordinance these powers had been delegated to the Sanitary Board, and they should uphold them. For himself he might say, with regard to making adverse or otherwise comments on these applications, when they came round to him he was busy as a rule, and he read them as fast as he could and in most cases initialled them merely to show that he had seen them; but because he initialled a paper that did not mean that he passed the application without any comment. He always looked at it that these questions would be more or less discussed at the Board meeting. If he thought that these questions would not be dealt with at the meetings it would involve careful study of the questions at the moment; and probably what he had said was the view taken by most of the unofficial members of the Board.

The PRESIDENT pointed out that his motion had not been seconded, and therefore Mr. Hewett's remarks were out of order. Mr. HEWETT said that as he had not been stopped at the beginning he promised that he was in order.

The PRESIDENT further remarked that it was not proposed to delegate this power to a committee of the Board. It was simply proposed to make Standing Orders for the conduct of the business of the Board between its meetings.

Mr. HEWETT—to pass over the responsibility which is given to us by the Ordinance to somebody else.

The PRESIDENT said it had always been the custom when there were any minutes on the circulating cover for the whole matter to be brought up, but if there were no minutes it was concluded that members were agreed, and the granting of the licence was recommended to the Governor in Council, who ultimately decided.

The VICE-PRESIDENT suggested that the subject be left over till next meeting in order to give members time to consider it. There were undoubtedly a great many matters which appeared unnecessary almost to delay in dealing with until the Board meeting; the mere removal of licences for instance was a matter which could very readily be relegated in the way proposed by the President.

The PRESIDENT expressed his willingness to let the matter stand over till next meeting. But this, he said, was not a new procedure. It had been the custom formerly, and that was the reason he brought it up now.

APPLICATIONS FOR LICENCES.

Applications were submitted for No. 166, Queen's Road Central ground floor to be registered as a takehouse; for No. 25, Austin Road, Kowloon, to be registered as a public laundry; and for the renewal of a fat-boiling licence for No. 472, Queen's Road West.

The application for a takehouse licence was refused, on the motion of the PRESIDENT, seconded by Mr. POLLOCK. The other two were granted.

PROPOSED PUBLIC CONVENIENCE AT TAI HANG.

A petition was submitted from 12 Chinese residents in King Street, Second Lane, and Shepherd Street, Tai Hang village, asking the Board to choose another site than the one proposed for the erection of a public convenience at Tai Hang.

The Assistant Secretary minuted—"The notification of the proposed site for this public amenity was duly published in three successive issues of the *Gazette* and the notice of objection should have been given within one week of the last publication on the 27th March."

The Acting Registrar-General—"Under the Ordinance this should have been sent to the Colonial Secretary. It should be forwarded to the Colonial Secretary."

The Director of Public Works—"The Board cannot deal with this. It is too late in any case."

It was decided to notify the petitioners to address the Colonial Secretary.

EXEMPTION FROM REMOVAL OF A KITCHEN.

Li Yau Chuen applied for exemption from the removal of a kitchen in the basement of 185, Queen's Road Central. The kitchen was immediately next to the open yard and was well ventilated and clean. As the house was used as a pawnshop, it would be very difficult to remove it to any other part of the premises without causing inconvenience.

Mr. Pollock minuted—"Grant exemption for as long as house is used as a pawnshop."

The application was granted, subject to the condition mentioned in Mr. Pollock's minute.

LINSEAWASHING.

The linseawashing returns for the fortnight ended 7th July showed that 2,046 houses in the Western District had been dealt with. There were 40 prosecutions, and the amount of fines was \$355.

RATS.

During the fortnight ended 13th July, 1,469 rats were caught in Hongkong, 71 being infected, and 1,455 in Kowloon, 89 being infected.

The PRESIDENT observed that the percentage of infected rats was decreasing correspondingly to the diminution of cases among men.

SANITARY DUST-BINS.

The PRESIDENT stated that an estimate had been obtained of the cost of dust-bins similar to the one on view in the Board Room. The price was four dollars, and the bins could be obtained from certain shops in the Colony.

CLOSED HOUSES.

There was laid on the table a list of houses closed by order of the Board since 1st January, 1903, as unfit for human habitation.

The PRESIDENT minuted—"I thought this would prove of interest to the members; it is a complete list of the houses closed by the committee appointed by the Board on account of plague."

Mr. POLLOCK—"It is satisfactory to find that in all the earlier cases the defects which rendered the premises unfit for human habitation have been remedied."

A QUESTION OF COMPENSATION.

Mr. RUMJAHN asked if any of the landlords of closed houses had been compensated?

The PRESIDENT replied in the negative.

Mr. RUMJAHN submitted that they ought to be compensated. The houses had been built according to the laws of the day, and it was no fault of the landlords that they had had to be closed. The Government should be recommended to pay compensation.

The PRESIDENT said the houses had been closed because they were found to be unfit for human habitation by reason of the outbreak of several cases of plague. As soon as the necessary steps had been taken to render them fit for human habitation, they were released.

Mr. RUMJAHN—They have been built according to the Health Ordinance of the day.

Mr. FUNG WA CHUN—And they have been closed on account of plague.

Mr. RUMJAHN—It doesn't matter.

Mr. HEWETT asked on what Ordinance Mr. Rungjahn based his contention that compensation should be granted?

Mr. RUMJAHN replied that the houses had been closed to mitigate an outbreak of plague, and it was a fundamental part of British law and justice that whatever benefited the public should be paid for by the public. He thought that Section 398 of the Imperial Public Health Ordinance of 1875 gave compensation for any damages.

The PRESIDENT said the law here would have to be altered first, for at present compensation was only granted for damage to articles during the process of disinfection.

After a statement by Dr. PEARSE with regard to closed houses, the discussion dropped. This was all the public business.

THE JAPANESE IN MANCHURIA.

In giving an account of his recent journey in Manchuria, the *Jiji's* Peking correspondent strongly attacked those who hold the view that, as Japanese have begun to immigrate into Manchuria since the occupation of that Chinese territory by the Russians and since the latter are at present the only customers of the Japanese merchants there, there is no reason why this country should oppose the Russian occupation of Manchuria. The correspondent says that there are about 5,000 Japanese in Manchuria and that most of them are barbers, photographers or laundry-men by profession, none of them carrying on business on a large scale owing to lack of sufficient capital. The amount of profit earned by our emigrants to Manchuria from their business dealings with the Russians must consequently be very small. Granting, however, that the correspondent is right, the importance of the policy hitherto pursued by this Empire in connection with Manchuria, our policy has been to check Russian aggression on the Korean frontier. The preservation of the territorial integrity of the peninsula kingdom being a question of life and death for this country, Japan must go, if necessary, so far as to sacrifice the business advantages enjoyed by a small number of her sons abroad, no matter how great these advantages may be, for the purpose of attaining the success of the above-mentioned policy. This is the fundamental ground, upon which the writer urges the Russian evacuation of Manchuria.

Further, the *Jiji's* correspondent is of opinion that the Japanese in Manchuria ought not to confine their business transactions to the Russians only but that they should rather trade with the Manchurians among the natives, whose number is of course larger than that of the Russians among the Chinese. Our traders will never lose, but will on the contrary increase their profits. It is needless to say that the withdrawal of Russians from Manchuria will afford the Japanese a better chance of carrying on direct business with the natives. So, concludes the correspondent, the sooner the Russian evacuation takes place, the better will it be for the interests of the Japanese in Manchuria from a practical point of view.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

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A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

INDO-CHINA STEAM NAVIGATION COMPANY.

The twenty-second ordinary general meeting of the Indo-China Steam Navigation Company, Ltd., was held on the 4th June at the Offices of the Company, 23, Cornhill, London, E.C. Mr. William Keswick, M.P., Chairman of the Board of Directors, presided. After the SECRETARY (Mr. A. G. Wells) had read the notice calling the meeting and the auditors' report,

The CHAIRMAN said—Gentlemen, with your permission we will take the report as having been read. (Hear, hear.) The statements in it give, in very short compass, all that need be said with regard to the operations of the Company. Last year, as we are all aware, was one of considerable depression in the shipping trade, not in China alone, but throughout the world. In China the depression was very severe, and the competition for the trade reduced the amount of freight, both on the Yangtze and on the coast, the result being seen in the revenue of the Company, which was unfortunately greatly reduced. The accounts, however, that we are able to put before you, exhibit a satisfactory position of things under the circumstances, and we are fortunate in having at the credit of our underwriting account a large sum, due to immunity from loss. From this fund we have taken some £28,000, which we have carried to revenue account, but we still have a large balance of £240,000, which is profit, although held against the contingency of a loss on the risks covered. We have also a reserve untouched of £100,000, and are in a position to declare a dividend at the rate of 5 per cent. and carry forward a small balance. I think under the circumstances I have mentioned, the result cannot but be regarded on the whole as satisfactory. (Hear, hear.) The position of the Company is one of great strength, and we only want a return to better trade. I am glad to say that this year we have opened the season better than we did last year, and should the favourable conditions, which are now apparent, continue, we may hope to see better earnings at the end of the year 1903 than for the period which these accounts cover. The *Kow Shing* indemnity claim for loss has been settled by the Chinese Government paying a lump sum. From that lump sum we have to settle with the claimants for loss of life in some cases and for injury in others, and the only delay that is now taking place in the distribution of the money received is the necessary delay for proof as to whom the money claimed should legally be paid. Of course, we all know that a long time has elapsed since the calamity; death has removed some of the claimants and their successors have to establish their claim. Our solicitors are engaged upon the proper investigations and in obtaining the necessary proofs, and we hope that in a short time now all such questions will be settled, and that the amount due to claimants as well as the amount due to the Company, will be transferred from the sum that we have received. (Applause.)

I may mention that the amount will not give us back the full value of the steamer lost; there will be some small deficiency, but not a considerable one, and there will be the loss of interest from the time that the steamer was lost until we received the payment. I beg to propose "That the report of the directors and the accounts for the year 1902, as presented, be approved and passed." (Hear, hear.)

Mr. W. PATERSON—I have pleasure in seconding that.

The CHAIRMAN—I shall be very happy to answer any questions that shareholders may desire to put to me. (A pause.) If there are no questions I will put the resolution to the meeting.

The motion was then put, when it was carried unanimously.

The CHAIRMAN—I now propose "That a dividend of 5 per cent., as recommended in the report, be and is hereby declared payable on the 5th inst." That is to-morrow.

SIR EDWARD F. ALFORD—I beg to second that.

The resolution was then put and carried.

The CHAIRMAN—Mr. William PATERSON is the retiring director on this occasion, and I beg to propose that he be re-elected.

The motion was also agreed to.

Mr. W. PATERSON—Gentlemen, I beg to thank you for kindly re-electing me.

The CHAIRMAN—You are aware, gentlemen, that Mr. Beazley was appointed by the Board to fill a vacancy, and it is necessary that this meeting should confirm his appointment. I beg to propose, therefore, "That the appointment of Mr. H. Beazley as a member of the board be and is hereby confirmed."

Mr. PATERSON—I have pleasure in seconding that.

The resolution was put and carried.

Mr. H. BEAZLEY—I am exceedingly obliged to you for kindly confirming my appointment to a seat on this Board. As Mr. Keswick mentions, I joined the directorate very nearly twelve months ago, and I found the duties exceedingly congenial to me. You may rest assured that my best efforts shall be put forward in the interests of the Company. (Hear, hear.)

The CHAIRMAN—The next business is the

appointment of the auditors, and I hope the same will be proposed.

Mr. J. W. ALFORD—I have very much pleasure in proposing Messrs. Turquand, Youngs & Co., the auditors selected."

Mr. EDWARD SAWER—I have great pleasure in seconding that.

This motion was also agreed to.

The CHAIRMAN—That is all the business of the meeting, gentlemen. The dividend warrants will be issued to-morrow.

Mr. E. SAWER proposed that a vote of thanks be accorded the chairman, the directors, and the staff of the Company, both at home and abroad, ashore and afloat, for their indefatigable work in the interests of the Company and the shareholders. He also referred to the severe loss which the Company had sustained by the death of Mr. J. Macdrew, their late chairman, and Mr. W. L. Watson, and desired it to be put on record that that meeting deeply sympathised with their friends and relatives.

The proposal was seconded by Mr. R. H. R. BREDER, and carried unanimously.

The CHAIRMAN having briefly acknowledged the vote, the meeting terminated.

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ALL WORKS EXPEDITIOUSLY EXECUTED. QUOTATIONS FURNISHED.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the following Certificates for Shares of this Bank, issued in Hongkong in the name of

THOMAS CHILD HAYLLAR

No. 139 dated 18th July, 1871 for 2 Shares

No. 36438 and 23478;

No. 3871 dated 30th Sept. 1871 for 4 Shares

No. 3982/35;

No. 139 dated 18th Feb. 1872 for 4 Shares

No. 21955/58;

have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said

THOMAS CHILD HAYLLAR, and no transaction taking place under the aforesaid

Share Certificates, Nos. 75, 3871 and 139, will be recognised by the Corporation.

J. R. M. SMITH,

Chief Manager.

TO LET.

NO. 12, CASTLE ROAD.
Nos. 15, 17, 19 and 21, SEYMOUR ROAD.
GODOWN, No. 32A, PRAYA EAST.
Apply to—
COMPTON DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 10th July, 1903. [1980]

A SUITE OF FOUR ROOMS at No. 7,
BARROW TERRACE, Kowloon. For
particulars apply at the House.
A. MENZELL.
Hongkong, 14th July, 1903. [2012]

ONE OR TWO ROOMS at No. 12,
ARBUTHNOT ROAD (entrance
from Wyndham Street also).
Apply to—
C. M.
Hongkong Hotel
(Secretary's Office).
Hongkong, 14th July, 1903. [2010]

NO. 3, DUDDELL STREET, ground
floor. Suitable for Offices or Office and
Godown.
Apply to—
"SOUTH CHINA MORNING
POST," LD.
Connought Road Central.
Hongkong, 27th June, 1903. [1849]

**2ND FLOOR, NO. 35, QUEEN'S ROAD
CENTRAL,** suitable for Office.
Apply to—
WING CHEONG.
35, Queen's Road Central.
Hongkong, 10th July, 1903. [1981]

NO. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Coals.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th July, 1903. [1988]

18, ROBINSON ROAD.
Apply to—
AHMET RUMJAHN.
62, Queen's Road.
Hongkong, 1st July, 1903. [1896]

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [73]

FLATS IN MORETON TERRACE,
CANNING ROAD, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWN at BOWLINGTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TWO GODOWNS, Nos. 2 and 4,
MATHURSON STREET, Wanchoi.
No. 5, STEWART TERRACE, Peak.
Furnished, from 5th June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BORNEO ROAD.
"BISHOP'S VILLA," POKEULUM ROAD.
For terms and particulars, apply to—
Linstead & Davis.
Hongkong, 3rd July, 1903. [1046]

**NO. 17, SEYMOUR ROAD or WOOD-
LANDS WEST** to Rent from 15th
JUNE.
Apply to—
E. H.
Care of Daily Press Office.
Hongkong, 16th June, 1903. [143]

FIRST FLOOR No. 8, QUEEN'S ROAD
CENTRAL. Suitable for Office.
Apply to—
IP LAN CHUEN.
Care of Mr. A. M. Esschey,
No. 7 and 9, Zetland Street.
Hongkong, 11th June, 1903. [1689]

TWO SUITES OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Office.
Apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

MRS. GILLANDERS.
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 20th March, 1903. [1915]

"TANG YUEN."
BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macleod Road.
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

M. MATTHEW.
PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903. [1987]

**COMFORTABLY FURNISHED
ROOMS,** with Bath.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95
and 98, PRAYA EAST.**
Apply to—
H. N. MODY.
Victoria Buildings.
Hongkong, 2nd December, 1902. [182]

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD.
"STONY BROOK," LOWER RICHMOND
ROAD.
Apply to—
LAU CHU PAI.
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [1350]

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT.
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

"COOMBE" MAGAZINE GAP.
Available from 1st April.
Apply to—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

2, SPACIOUS ROOMS at No. 15,
BELLILIOS TERRACE, with Bath-
room and Kitchen. Rent very moderate.
Immediate Possession.
Apply to—
S. T. J.
Care of Daily Press Office.
Hongkong, 6th July, 1903. [1933]

**ONE FIRST-CLASS SPACIOUS
GODOWN** at West Point.
Apply to—
"GODOWN."
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

"IAN MOR" (West), PEAK ROAD.
Apply to—
MAJOR TUDOR, R.E.
or
HUMPHREYS ESTATE & FIN-
ANCE COMPANY, LD.
Hongkong, 18th June, 1903. [1902]

**FROM August 25th, COSMOPOLITAN
HOUSE (Unfurnished), 13 Large
Rooms, Kitchen, etc., etc.**
Apply to—
MANAGER.
Wm. Powell, Ltd.
Hongkong, 30th June, 1903. [1867]

**2ND FLOOR, NO. 25, DES VUEX ROAD
CENTRAL.**
Apply to—
DANG CHEE SON & CO.,
25, Des Vaux Road Central.
Hongkong, 2nd July, 1903. [1908]

AN OFFICE at No. 2, CONNAUGHT
ROAD.
Apply to—
THE HONGKONG & KOWLOON
WHARF & GODOWN CO., LD.
Hongkong, 15th July, 1903. [2031]

FLAT (TWO ROOMS and BATHROOM)
Two Minutes from Clock Tower.
Apply to—
C.
Care of Daily Press Office.
Hongkong, 16th July, 1903. [2039]

**ONE ROOM with Bathroom, Servants'
Quarters, etc., suitable for a bachelor,**
in Robinson Road level. Also OFFICE opposite
City Hall.
Apply to—
C. H.
Care of Daily Press Office.
Hongkong, 15th July, 1903. [2025]

GROUND and 2ND FLOORS of No. 3,
OLD BAILEY.
No. 10, SEYMOUR TERRACE.
No. 12, MOSQUE JUNCTION.
No. 4, CAINE ROAD. Nine-Roomed
Corner House, \$160 exclusive of Taxes.
No. 3, CORONATION TERRACE. Six-
Roomed Corner House, \$160 a month including
Taxes.
FOUR-ROOMED HOUSE on Upper
Levels, fully furnished, for Six Months.
And others to suit various requirements.
S. A. SEHL,
Land and Estate Broker.
Hongkong, 16th July, 1903. [1396]

NO. 1, CAMERON VILLAS (Peak).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
Linstead & Davis.
Hongkong, 24th June, 1903. [1818]

**HIGH-CLASS CHRISTMAS
CAKES,** decorated ... from \$1.00
Plain Christmas Cakes ... 0.80
German Sand Cakes ... from \$1 to \$5.00
Assorted Pastry Cakes ... per dozen 0.80
Scotch Buns ... from 1.50
Frieden Stollen ... from 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... 2.40
Game Pies ... from 5.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142,
Praya East; ANGLO-AMERICAN STORES,
64, Elgin Road; or ROYAL BEATED
WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

ILLUSTRATED POST CARDS
Coloured, White-Away Cards, &c.,
For Sale at GRACE & CO.'s Stall at
HONGKONG HOTEL CORNER.
Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums. Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [2011]

SCIENTIFIC MISCELLANY.

**WHAT IS IT?—THE NERST FILAMENT
PROBLEM—HIGH KITE-FLYING—KNOWLEDGE
FOR A COMING GENERATION—A STRANGE
GLASS INDUSTRY—STAR TEMPERATURES—
PEERING FURTHER—ELECTRICITY FOR
INFLAMED EYES—METAL INFECTION—SUN-
SPOT INFLUENCE.**

A curious phenomenon, supposed to be due to
some new force, is perplexing Herr Grubn, a
German physicist. When a non-magnetic rod
is suspended by a thin thread in a glass jar
and shielded from luminous and heat-rays, the
thread has no twisting tension, but the rod
takes a certain position, and when the thread is
twisted it follows only part way, stopping per-
haps at 60 degrees if the turn is 90 degrees and
at 120 degrees if the twist is continued to
180 degrees. The direction and intensity of
the force seem to have a daily period, or to
be subject to irregular perturbations. This
"directive force," as the discoverer calls it,
affects different substances unequally, and on a
body heavier at one end it acts like wind on a
weather-vane.

The filament of the Nerst lamp is composed
of a mixture of metallic oxides, which might
be expected to become quickly reduced in strong
heat, yet the passage of very high continuous
currents for hundreds of hours seems to cause
no deterioration. An investigation by Dr. E.
Dose explains numerous peculiarities of these
filaments. He finds that the metal is reduced
at the cathode but is constantly being oxidised
at the anode, the process being aided by the
surrounding air, and in a vacuum the filament
soon becomes metal and the light is ex-
tinguished.

The monsoon, so important in India, is to be
observed by kites and kite-balloons from special
stations. The first of these stations will be at
Simla in the Himalayas, 7,000 feet above sea-
level.

Arsenic in appreciable amount has been found
by Gabriel Bertrand in all parts of the hen's
egg. This confirms the new belief that arsenic
exists in all living cells and probably serves a
special function.

Accounts of the sprouting of seeds after
having been buried many years or even cen-
turies are usually open to doubt, but Dr.
Boul has shown by reliable tests that 12 out of 21
species had the power of germinating after
twenty years. To settle the interesting ques-
tion of extreme vitality is the purpose of the
experiments begun by the U. S. Department of
Agriculture. Seeds of 109 species, including
common garden and field plants, as well as
many grasses and weeds, have been carefully
placed in dry clay soil in pots, and buried, 8
complete sets being covered to a depth of 6 to
8 inches, 2 sets to 20 inches, and 12 sets to
31 feet. A set from each depth is to be tested at
the end of one, two, three, five, seven, ten, fifteen
and twenty years, and from the two deeper lots
at the end of twenty-five, thirty, forty and fifty
years.

The tools used by natives of North-west
Australia in making spear-heads from glass have
been interesting British anthropologists. These
tools include a piece of the leg-bone of a sheep
and a water worn pebble of natural shape, the
pebble being used for the first rough chipping
of the glass and the bone for the finishing.
Much skill seems to be acquired in the use of
these crude appliances, the products being very
creditable.

Some years ago Weir worked out a rule for
calculating the absolute temperature of a heated
body from the wave length of its most
energetic radiations. From this rule, which
gives very probable results, the sun's tempera-
ture is found to range from 4,850 deg. to 5,450
deg. F.; that of Sirius, from 5,700 deg. to 6,400
deg. F.; Vega, 5,700 deg. to 6,400 deg.; Arcturus,
2,450 deg. to 2,700 deg.; Aldebaran, 2,550 deg.
to 2,850 deg.; and the electric light, 3,150 deg.
to 3,500 deg. White and blue stars are much
hotter than red and yellow.

Recent work with reflecting telescopes in-
dicates that in a good atmosphere the photo-
graphs taken by the projected eight-foot re-
flector of the Lick Observatory should show us
an universe 300 times as great as that revealed
by our best refractors. That is, such an in-
strument should detect stars seven times as far
away as any that have been yet observed.

The effects of electricity in eye-disease appear
to be little understood. After prolonged ex-
periments, partly successful, Dr. von Reuss has
found the treatment to have great advantages
in cases of inflammation, and he recommends its
use first of all in iritis, cornitis and chloroiditis.
Pain usually disappears almost instantly. To
avoid alarming the patient, the physician touches

ACHE

Ache all over. Throat sore,
Eyes and Nose running, slight
cough with chills; this is La
Grippe.

Painkiller

taken in hot water, sweetened,
before going to bed, will break
it up if taken in time.

There is only one Painkiller,
"PERRY DAVIS."

one hand to the diseased eye while the other
hand holds one electrode and the patient the
other, and nothing is felt except a prickling in
the hand grasping the electrode. The current
may be applied directly to the eye through a
compress tied over the organ, if desired, the
patient himself being able to regulate the
strength of current.

Unaccountable deterioration and changes are
leading German metallurgists to a belief in the
theory of disease and infection in metals.
Investigating the injury to copper from over-
heating, Prof. Hayn has concluded that the
metal is poisoned with copper protoxide, which
produces sickness and structural weakening.
When steel is poisoned by hydrogen, it is
sickened and made as brittle as when ruined in
tempering. Prof. Brodig has found a tin pest
in a roof at Rottenburg, and has shown that
when the white powder of the disintegrating
metal was placed on sound tin the latter became
infected and itself soon crumbled.

It is only in tropical stations, according to
Charles Nordmann, that any effect of the sun-
spot period upon mean annual temperature can
be detected. From the records of twelve such
stations it appears that the annual temperature
varies with the sun-spots, and that the coldest
years are those of maximum sun-spots.

The new Swedish process of "Buddizing"
as a means of sterilising milk is stated to depend
upon the discovery that the enzymes of the milk,
at temperatures of 48 deg. to 55 deg. C., have
the power of decomposing hydrogen dioxide
into water and oxygen, when the latter destroys
all germs.

INSURANCES

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REITER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [112]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF BRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.
HUTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

NORTHERN ASSURANCE CO.
ESTABLISHED 1833.

THE Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.

TURNER & CO.,
Hongkong, 14th January, 1903. [21-]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... £625,719
Total Losses Paid ... £8,729,240

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

W. M. MEYERINK & CO.,
Hongkong, 18th May, 1903. [1449]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HUTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [2]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [26]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902.
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
Subscribed CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,867,215 11 10

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1888]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LIPPAK & CO.,
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1897. [129]

NORTH GERMAN FIRE INSU-
RANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are prepared to Accept First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Hongkong, 2nd May, 1895. [27]

CHEONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & CO.).
Hongkong, 16th May, 1903.

Vinolia Soap acts on the skin
like a little ray of sunshine,
while many soaps cause
blemishes, face-spots, and
mucous patches.

1347-3

STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS,
LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

W.M. POWELL, L.D.

HIGH CLASS DRAPERS,

34, QUEEN'S ROAD, HONGKONG.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEL.

AGENTS—

JARDINE, MATHESON & CO.

325

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 10th House Seamen

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Swatow,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoroshi, Moji, Wakamatsu, Karatsu, Iragasaki,
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mamoda, Mannoura, Onoura, Otsu,
Sushara, Tamakuro, Yoshinotani, Yoshio, Yuzokubara, and other Coals.
N. INUZUKA, Manager, Hongkong.

LAMBERT & BUTLER'S
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST
TOBACCO GROWN.

A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—
MESSRS. KRUSE & CO.
IN 4-LB. AIR-TIGHT TINS.

143

UNTOUCHED BY HAND.

**MELLIN'S
FOOD**

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

61

SHIPPING.

ARRIVALS.

July 15, Steam, British str., 192, Robt. Binn, Flamingo 12th July, Bundus and empty oil casks. Geo. McBain & Co.
 July 16, Malacca, British str., 783, J. Evans, Swatow 15th July, General. Douglas Laffraik & Co.
 July 17, Ho Bang, British str., 1,339, J. M. Hay, Surabaya 5th July, Sugar. Jardine, Matheson & Co.
 July 18, Kaituma, British str., 1,034, G. H. Pennington, Cebu 12th July, General. Butterfield & Swire.
 July 16, Korea, American str., 5,651, Wm. B. Seabury, San Francisco 11th June, Mails and General. P. M. S. S. Co.
 July 18, Laffraik, British str., 2,124, A. G. Windham, Singapore 10th July, General. Jardine, Matheson & Co.
 July 16, London, German str., 1,922, Carl Schurz, Bangkok 10th July, Rice. Butterfield & Swire.
 July 16, Nauru, German str., 2,663, F. Febrar, Fochow 14th July, General. Hamburg-Amerika Linie.
 July 16, Progress, German str., P. Bremer, Tientsin 13th July, General. Straussen & Co.
 July 6, Rongun Maru, Jap. str., 2,980, N. Ono, Shanghai 14th July, General. Nippon Yusen Kaisha.

CLEARANCES.

At the Harbour Master's Office.
 16th July.
 Aloia, German str., for Shanghai.
 Arab, British str., for Surabaya.
 Asia, Japanese str., for Kobe.
 Ago, Norwegian str., for Kaituma.
 Edgemo, British str., for Kaituma (Annua).
 Hongkong, British str., for Swatow.
 Haida, Norwegian str., for Amoy.
 Hongkong, British str., for Amoy.
 Indrag, British str., for Moulmein.
 Marila, French str., for Moulmein.
 Metropolis, British str., for Shanghai.
 Nanshan, British str., for Swatow.
 Prins Valdemar, Danish str., for Singapore.
 Siam, British str., for Singapore.
 Yensang, British str., for Manila.

DEPARTURES.

16th July.
 Espinola, British str., for Weihaiwei.
 Hongkong, British str., for Shanghai.
 Indrag, British str., for Portland (Or).
 Marila, French str., for Moulmein.
 Michael Jensen, German str., for Huihow.
 Prins Valdemar, Danish str., for Singapore.
 Yensang, British str., for Manila.

VESSELS IN DOCK.

16th July.
 Aberdeen Dock—Huron.
 Kowloon Dock—San Jacinto, America Maru, German, Hermann Lerche.
 Commercial Dock—Machew.

SHIPPING REPORTS.

The British steamer Kaituma, from Cebu 12th July, experienced moderate to light N.E. winds to lat. 16° 32' N. long. 116° 32' E.; thence light S.E. winds and the weather and smooth sea.
 The British steamer Hongkong, from Surabaya 5th July, had light variable winds on leaving Java; then strong S.W. and S. winds with high sea and rain and heavy squally till the 14th July; thence to port fine weather and variable winds, light to moderate easterly.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship.

SALES.

Captain Robson, will be despatched for the above ports TO-DAY, the 17th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 15th July, 1903. [2633]

NIPPON YUSEN KAISHA.

FOR MANILA.
 THE Company's Japanese Mail Steamship
 "YAWATA MARU."
 3,600 Tons, Captain A. E. Moses, will be despatched for the above port TO-DAY, the 17th inst., at 4 P.M.
 This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
 For Freight or Passage, apply to
 T. S. TAKAYANAGI,
 Acting Manager.
 Hongkong, 9th July, 1903. [1976]

FOR NEW YORK (DIRECT).

THE Steamship
 "ALBENGA."
 Captain Petersen, will be despatched TO-MORROW, the 18th inst., at NOON.
 For Freight, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 14th July, 1903. [2622]

FOR ODESSA.

THE Russian Steamer
 "HERMANN LERCHE."
 1,975 tons, will be despatched for the above TO-MORROW, the 18th inst., at 4 P.M.
 For Freight, apply to
 BRADLEY & CO.,
 Agents.
 Hongkong, 11th July, 1903. [1922]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
 "KUMSANG."
 Captain Buller, will be despatched as above on TUESDAY, the 21st inst., at NOON.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 15th July, 1903. [2636]

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 Captain Buller, will be despatched as above on TUESDAY, the 21st inst., at NOON.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 15th July, 1903. [2636]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	CODE DESPATCHED
LONDON, KO. VIA PORTS OF CALL	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	To-morrow, Noon.
LONDON AND ANTWERP, VIA SINGAPORE, & LONDON VIA SUEZ CANAL	CEYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 24th inst.
LIVERPOOL	BENLADI	Brit. str.	D. Clark	GIBB, LIVINGSTON & CO.	About 24th inst.
LIVERPOOL	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	22nd inst.
MARSEILLES, COPENHAGEN, & C.	DIOMED	Brit. str.		BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & ANTWERP	PINGPOY	Brit. str.	Kock	BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, LONDON & ANTWERP	PELUS	Brit. str.		BUTTERFIELD & SWIRE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	TAMBA MARU	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	21st inst.
MARSEILLES, LONDON & ANTWERP	POLYNESIAN	Brit. str.	Duchateau	MESSAGERIES MARITIMES	25th inst. Daylight.
MARSEILLES, LONDON & ANTWERP	STENTOR	Brit. str.		BUTTERFIELD & SWIRE	25th inst. 11 A.M.
MARSEILLES, LONDON & ANTWERP	TYDEUS	Brit. str.		BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	NESTOR	Brit. str.		BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	MOYNE	Brit. str.		BUTTERFIELD & SWIRE	15th September.
MARSEILLES, LONDON & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	29th September.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Burmester	MALCHERS & CO.	22nd inst., at Noon.
HAYRE & HAMBURG	NUNBERG	Ger. str.	Jahner	HAMBURG-AMERIKA LINIE	To-day.
HAYRE, BREMEN & HAMBURG	WURBURG	Ger. str.	v. Biezer	HAMBURG-AMERIKA LINIE	20th inst.
HAYRE & HAMBURG	BADENIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	12th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	26th August.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd September.
TRIESTE, & VIA SINGAPORE, & C.	TRIESTE	Aus. str.	Mecozzi	SANDER, WIELER & CO.	21st inst. 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	H. LERCHE	Rus. str.		BRADLEY & CO.	To-morrow, 4 P.M.
NEW YORK, VIA SUEZ CANAL	MACDUFF	Brit. str.	Petersen	DODWELL & CO., LTD.	About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ALBENGA	Brit. str.		CARLOWITZ & CO.	To-morrow, Noon.
NEW YORK, VIA SUEZ CANAL	VERONA	Am. str.	Spiesen	STANDARD OIL CO.	About 25th inst.
NEW YORK, VIA SUEZ CANAL	KENNETT	Brit. str.	Balle	HAMBURG-AMERIKA LINIE	About middle Aug.
NEW YORK, VIA SUEZ CANAL	ARABIA	Brit. str.		CANADIAN PACIFIC R. CO.	22nd inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	N. Ono	NIPPON YUSEN KAISHA	5th Aug., at Noon.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	J. Panton	NIPPON YUSEN KAISHA	18th August.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	10th August.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	A. E. Moses	PORTLAND & ANTIAC CO.	14th August.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	W. G. MacArthur	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	Meyer	BUTTERFIELD & SWIRE	27th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	E. G. Andrews	GIBB, LIVINGSTON & CO.	28th inst., at Noon.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	K. Kori	HAMBURG-AMERIKA LINIE	20th inst., at 5 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	H. Peterson	BUTTERFIELD & SWIRE	To-day.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	Rassvich	NIPPON YUSEN KAISHA	22nd inst. Noon.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	A. L. Valentini	BUTTERFIELD & SWIRE	25th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	T. W. Groves	NIPPON YUSEN KAISHA	31st inst. Daylight.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	I. Goto	BUTTERFIELD & SWIRE	To-day, 4 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-day, 4 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	Robson	OSAKA SHOSHEN KAISHA	To-day, 4 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	A. E. Moses	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	B. P. Bishop	BUTTERFIELD & SWIRE	27th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	R. W. Almond	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	R. Rodger	TOYO KISEN KAISHA	To-day, at 11 A.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	S. Hall	SHAW, TOMES & CO.	To-morrow, 10 A.M.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.	F. L. Pyno	BUTTERFIELD & SWIRE	27th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	To-day.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.		JARDINE, MATHESON & CO.	21st inst., at Noon.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.		P. & O. S. N. Co.	About 24th inst.
NEW YORK, VIA SUEZ CANAL	TAIYUAN	Brit. str.		NIPPON YUSEN KAISHA	27th inst., at 4 P.M.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship
 "BALLAARAT."
 Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this port for Bombay, etc. on SATURDAY, the 18th July, at NOON, taking passengers and cargo for the above ports.
 Silk and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 7th July, 1903. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "KUMSANG."
 Captain Buller, will be despatched as above on TUESDAY, the 21st inst., at NOON.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 15th July, 1903. [2636]

FOR SINGAPORE, PENANG AND CALCUTTA.

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 Hongkong, 15th July, 1903. [2636]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon smidships, Electric Light, Perfect Cuisine, Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.
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OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL...	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 31st August.
GLASGOW and LIVERPOOL...	"KINGTUCK"	On 13th August.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 4th September.

HOMEWARDS.		
FROM	STEAMERS	DATE
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 19th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"NINGCHOW"	On 10th August.
The s.s. "DIOMED" left Singapore on the 11th inst., a.m., and is due here on the 16th inst.	"DEUCALION"	On 6th September.
The s.s. "PELEUS" left Shanghai on the 15th inst., a.m., for Foochow, and is due here on the 20th inst.		
The s.s. "KEEMEN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

Hongkong, 17th July, 1903.

CHINA NAVIGATION CO. LIMITED.

PORT	STEAMERS	TO SAIL
KOBE, AMOY, SAMARANG and SOERABAYA	"HUPEH"	On 17th July.
SHANGHAI	"SHANTUNG"	On 17th July.
KOBE	"WOOSUNG"	On 18th July.
CEBU and ILOILO	"TSINAN"	On 25th July.
MANILA	"KAIYUAN"	On 27th July.
PORT DARWIN, THURSDAY, ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BERTHANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.
MANILA	"SUNGKIANG"	On 29th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 17th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA to PORTLAND, OREGON
OF JAPAN, MOI, KOBE and YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP Tons. CAPTAIN TO SAIL ON
"INDRAPURA" 4,899 A. E. Hollingsworth August 14, 1903
"INDRASAMHA" 5,197 W. E. Craven September 13, 1903
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 14th July, 1903. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons.	WEDNESDAY, 22nd July.
"TARTAR"	4,425	
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	5,882	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,400	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd Sept.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	5,882	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,400	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 30th Dec.
R.M.S. "TARTAR"	4,425	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the fast INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Itineraries of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder Street.

[6]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR."

Captain Kook, will be ready to load for the above ports on or about the 16th instant.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 2nd July, 1903. [1808]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC"

will be despatched as above on or about the 25th instant.

For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Ordinary Freight Department,
Agents.

Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"VERONA," Captain Spiess,

will be despatched as above on or about SATURDAY, the 23rd JULY, to be followed by the Steamship

"BARON DRIESEN," Captain Laurent,

on or about THURSDAY, the 20th AUGUST, to be followed by the s.s. "NORDKYN" later.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th July, 1903. [1883]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLIDI,"

Captain D. Clark, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th July, 1903. [1986]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 A.M., the Company's Steamship

"POLYNE-EN," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th July, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd July 1903. [1912]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DAILY Departures from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), 33; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stevedore, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, 29th April, 1903. [54]

NATAL LINE OF STEAMERS.

THE Undersigned (GENERAL AGENTS) in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for Cape Town every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1904. [1664]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

351 Tons, Captain A. Murphy, will leave for Canton at 2 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO., No. 128, Connaught Road Central.

Hongkong, 30th June, 1903. [1751]

NOTICES TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA"

Captain Schenfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th July, 1903. [2037]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste ex s.s. Maria Teresa, transhipped at Port Said.

From Venice ex s.s. Venus, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of July will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 15th July, 1903. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th July, 1903. [2023]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDEAVELLI," FROM PORTLAND (O.), YOKOHAMA, KOBE, AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 10th July, 1903. [14]

GENERAL AVERAGE S.S. "PEKIN"

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kobe on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders' Insurance Co., Ltd.

E. A. HEWETT, Superintendent.

Panama & Oriental S. N. Co.

Hongkong, 14th July, 1903. [2009]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON, VIA STRAITS.

THE Steamship

"MERIONETHSHIRE."

Captain G. C. Condy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All Claims for damage must be sent in before 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

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